

Remarks/ Arguments

Objection to the Specification

The Examiner objected to the specification because of the following informalities: on page 2, line 15, "our" should read "are"; on page 7, line 16, "and" should read "an"; and on page 8, line 14, "shaving" should read "slaving".

Applicant has amended paragraphs [0009], [0039], and [0046] to correct minor editorial problems. Reconsideration and withdrawal of these objections are appropriate and respectfully requested.

The Rejection of Claims 1-8, 10-15, and 17 under 35 U.S.C. §112, Second Paragraph

The Examiner rejected Claims 1-8, 10-15, and 17 under 35 U.S.C. §112, second paragraph as being indefinite for failing to particularly point out and distinctly claim the subject matter which Applicant regards as the invention. Applicant has amended Claims 1 to provide proper antecedent basis for "a transmission" and "an engine block".

Applicant respectfully submits that amended Claim 1 and Claims 2-8 and 10-15 due to their dependency from amended Claim 1, are definite, particularly point out, and distinctly claim the subject matter which Applicant regards as the invention. Applicant courteously requests reconsideration and withdrawal of the rejection of Claims 1-8, 10-15, and 17.

Amendment of Claims 1, 4, 6, and 10-13

Claim 4 has been amended to depend from Claim 1 since Claim 3 has been cancelled. Accordingly, the limitations of Claim 3 have been incorporated into Claim 1. Claims 1, 6, and 10-13 have been amended to place the claims in the proper method claim format to properly recite a method performed by the recited steps.

The Rejection of Claims 1-8, 10-15, and 17 under 35 U.S.C. §102(b)

The Examiner rejected Claims 1-8, 10-15, and 17 under 35 U.S.C. §102(b) as being anticipated by *Forsyth et al.* (U.S. Patent No. 5,788,037). Applicant has amended Claim 1 to include the limitations of Claims 2 and 3.

“A claim is anticipated only if each and every element as set forth in the claims is found, either expressly or inherently described in a single prior art reference.” *Vandergaal Bros. v. Union Oil of California*, 814 F. 2d 628, 631; 2 U.S.P.Q.2d 1051, 1053 (Fed. Cir. 1987). MPEP §2131.

Claim 1

Claim 1 has been amended to recite “integrating clutch plates of the clutch system and at least one part of a dual-mass flywheel in a transmission; mounting a secondary mass part of the dual-mass flywheel, the clutch plates, and a release system for the clutch system as a unit in a clutch bell housing, wherein said unit in said clutch bell housing is separated from the transmission” Claim 1, as amended, requires that the dual-mass flywheel arrangement be separated into multiple pieces which are attached to the transmission side and within the clutch bell housing. At least one part of the dual-mass flywheel, as recited by amended Claim 1, must be located within the clutch bell housing, which is separated from the transmission. The dual-mass flywheel is then completely assembled and functions as one unit when the transmission is joined to the engine block.

Forsyth et al., on the other hand, fails to disclose a dual-mass arrangement which is partially mounted to the transmission in the clutch bell housing and partially mounted to the engine block prior to installation. *Forsyth et al.* discloses “an integrated clutch transmission 10 and includes a damper and clutch assembly 12 combined or integrated into a common housing with a multi-speed gearset 14 of the manual shift variety” (Col. 3, lines 38-41). *Forsyth et al.* further discloses that the damper and clutch assembly 12 includes damper mechanism 22 (Col. 3, lines 61-62). Finally, *Forsyth et al.* requires a first or initial inertia member 30 to be mounted on the damper mechanism 22 (Col. 4, lines 1-2). Since the clutch assembly includes the above-mentioned damper mechanism with initial inertia member and the damper and clutch assembly is

integrated into a common housing with a multi-speed gearset, the initial inertia member is integral to the transmission housing and transmission side. In *Forsyth et al.* the inertia members are completely located within transmission housing 20 (Col. 3, lines 38-46) and therefore are not within the clutch bell housing, which is separated from the transmission, as recited in amended Claim 1.

Final inertia ring 46 is mounted directly to clutch assembly 12 and contained within clutch cover 36, which is bolted to the transmission housing 20 by way of a plurality of bolts 174 (Col. 7, lines 56-57 and Figure 2). Since the final inertia ring is located within the clutch cover, which is in turn bolted directly to the transmission housing, the final inertia ring in *Forsyth et al.* is integral to the transmission housing and transmission side.

Since *Forsyth et al.* discloses the dual-mass arrangement as integral only to the transmission, it does not disclose a dual-mass flywheel in which at least one portion of a dual-mass flywheel is integrated on an engine side as required by the amended Claim 1. In addition, *Forsyth et al.* also fails to disclose a secondary mass which is mounted in a clutch bell housing, separated from the transmission, as recited in amended Claim 1. *Forsyth et al.* does not teach all the elements of Claim 1. Therefore, Claim 1 is novel with respect to *Forsyth et al.* Claims 2-8, 10-15, and 17, dependent from Claim 1, enjoy the same distinction from *Forsyth et al.* Applicant courteously requests reconsideration and withdrawal of the rejection of Claims 1-8, 10-15, and 17.

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Conclusion

Applicant respectfully submits that the present application is now in condition for allowance, which action is courteously requested. The Examiner is invited and encouraged to contact the undersigned agent of record if such contact will facilitate an efficient examination and allowance of the application.

Respectfully submitted,



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RKL/
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